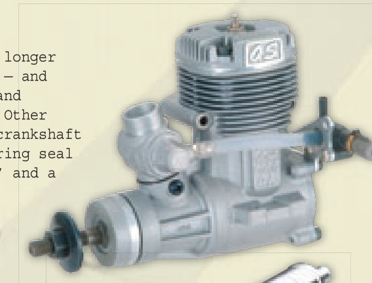


B-25J MITCHELL ARF

Almost-Ready-to-Fly Scale Twin-Engine Bomber

Great performance choices for the B-25J

O.S.® 46AX ABL™

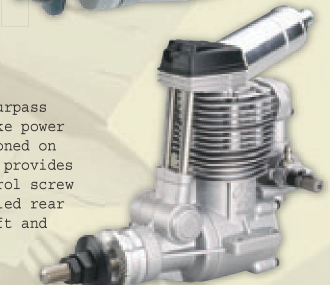


The 46AX features a durable ABL (Advanced Bimetallic Liner) for longer life, plus a head design that centers, levels and seats itself – and snugs down with just 4 screws. A subtly tapered low-end needle and improved porting minimize surging at transition and turbulence. Other features include: a remote-mounted high-speed needle; a longer crankshaft and flat prop washer for better engagement; dual bearings; an o-ring seal and ratchet spring to prevent vibration-induced settings "creep" and a webbed, reinforced 1-piece crankcase. OSMG0547

Displacement: 0.455 cu in (7.5 cc) • RPM: 2,000-17,000
Output: 1.65 hp @ 16,000 rpm • Weight w/Muffler: 17.2 oz (489 g)
Includes: Muffler & glow plug • Requires: fuel & prop
Recommended Props: 10.5x6, 11x8-10 & 12x6-9

O.S® FS-70 II Surpass™

4-stroke power – life-like sound!



The FS-70 II offers the fuel efficiency and scale sound of other Surpass 4-strokes, as well as the power to swing bigger props than 2-stroke power plants. Its type #60R carb is reversible, rear-mounted and positioned on the centerline for mounting flexibility. A redesigned needle valve provides better fuel metering, and sits side-by-side with the mixture control screw for more adjustment ease. Other improvements include a rubber-sealed rear bearing and corrosion-resistant plating on the camshaft, crankshaft and piston ring. OSMG0872

Displacement: 0.702 cu in (11.5 cc) • RPM: 2,000-12,000
Output: 1.1 hp @ 10,000 rpm • Weight w/Muffler: 22.1 oz (626 g)
Includes: Muffler & glow plug • Requires: Fuel & prop
Recommended Props: 11x8, 11x9, 12x7, 12x8 & 12.5x6

Futaba® Servos

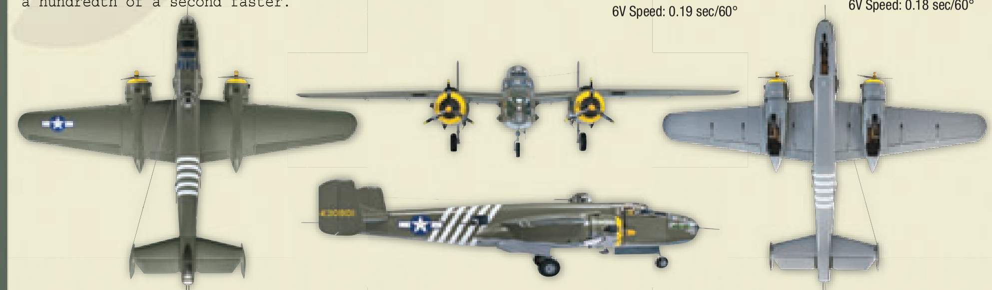
Maneuvering muscle and more!

It takes only standard servos to bring out the best in the B-25J – and Futaba has two great choices: the S3004 and the S9001. Their dimensions are compact and identical: 1.6 x 0.8 x 1.4" (41 x 20 x 36 mm). In addition, both are compatible with either 4- or 5-cell receiver packs and both feature dual bearings, impact-resistant cases and a 1-year warranty. So what's the difference? Weight is one; the S3004 is lighter by 0.4 oz. Torque is another; the 9001 offers over 20% more with either 4.8V or 6V power. The final difference is the motor included. A low-friction coreless motor makes the S9001 just a hundredth of a second faster.



S3004 (FUTM0004)
4.8V Torque: 44 oz-in
4.8V Speed: 0.23 sec/60°
6V Torque: 57 oz-in
6V Speed: 0.19 sec/60°

S9001 (FUTM0075)
4.8V Torque: 54 oz-in
4.8V Speed: 0.22 sec/60°
6V Torque: 72 oz-in
6V Speed: 0.18 sec/60°



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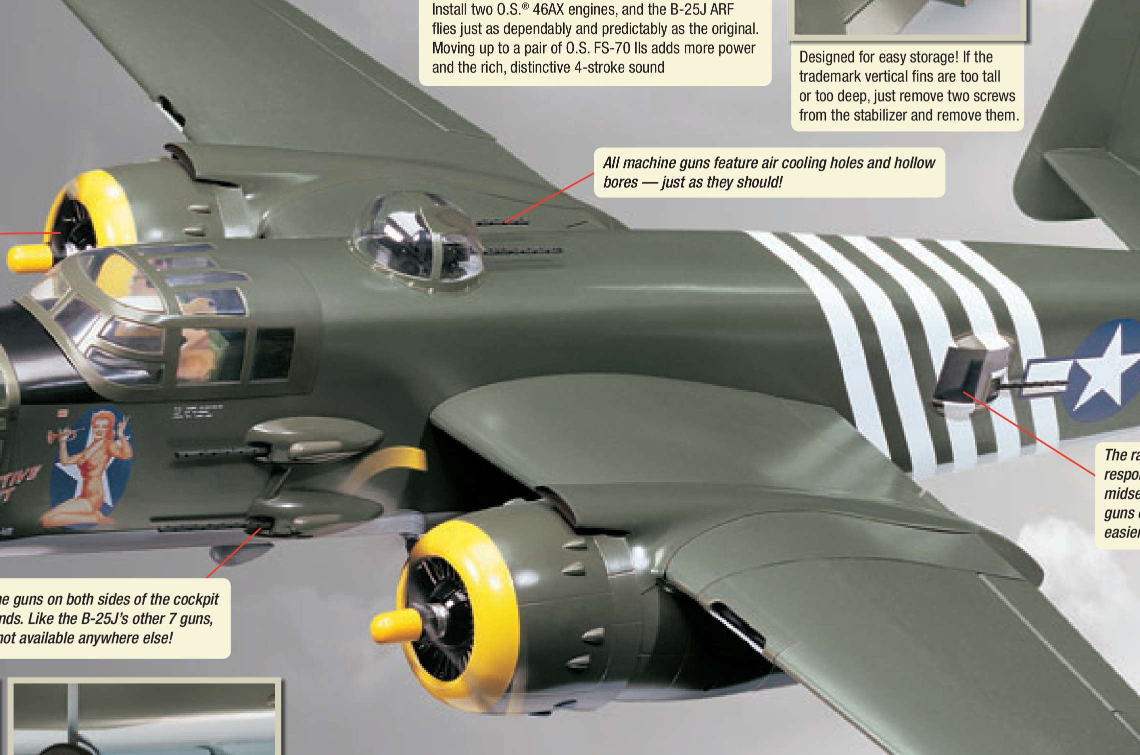
TOP FLITE®

B-25J MITCHELL ARF

Almost-Ready-to-Fly Scale Twin-Engine Bomber

Rich in authentic war-time detail — and flight-ready in just 45 hours!

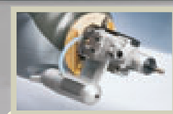
TOPA0980 • Wingspan: 88.5 in (2255 mm) • **Wing Area:** 1036 in² (66.8 dm²) • **Weight:** 17-19 lb (7710-8620 g) **Wing Loading:** 38-42 oz/in² (116-128 g/dm²) • **Length:** 70.5 in (1795 mm) • **Requires:** 8-channel radio w/13 servos & two 2-stroke .46-.50 cu in (7.5-8 cc) or two 4-stroke .70 cu in (11.5 cc) glow engines





The closer you look, the more you see: the kneeling pad on the deck, crawl hatch in the aft bulkhead, ammo boxes at the ready and a *pivoting* .50 caliber machine gun. It's war-time detail at its best — and a no-cost bonus for you.

The original was powered by twin Wright 14-cylinder Cyclone radials. Painted dummy engines provide authentic looks with less work.





Install two O.S.® 46AX engines, and the B-25J ARF flies just as dependably and predictably as the original. Moving up to a pair of O.S. FS-70 IIs adds more power and the rich, distinctive 4-stroke sound



Designed for easy storage! If the trademark vertical fins are too tall or too deep, just remove two screws from the stabilizer and remove them.

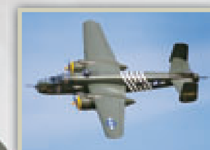


All machine guns feature air cooling holes and hollow bores — just as they should!

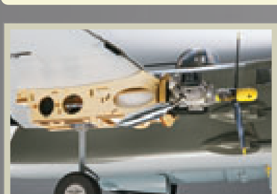
Unscrew the gun barrels in the tail, and the rear cover can be removed for easy access to elevator linkages or the trip home.

The radioman was also the waist gunner, and responsible for protecting the all-important midsection of the B-25J. Mounted .50 caliber guns on either side of the fuselage made it easier to hit fighters coming — or going!

Pairs of cheek-mounted .50 caliber machine guns on both sides of the cockpit put fighter-class firepower in the pilot's hands. Like the B-25J's other 7 guns, these molded miniatures add detail that's not available anywhere else!



Designed with working flaps for shorter takeoffs and lower landing speeds — ideal for small fields.



Engine nacelles are prebuilt from laser-cut ply — a no-work way to ensure perfect alignment and solid strength.



You can lock down the fiberglass gear doors for fixed gear, or install optional Robart® retracts for added realism.

*Retracts required.



Lightweight aluminum tubes simplify assembly, strengthen the wings and "size" the B-25J for easier transportation in hatchbacks, trucks and mini vans. Remove the outer wing panel, and retracts on the inner panel can still be used to roll the fuselage into place.

DID YOU KNOW?

*Some versions of the B-25J used on strafing missions mounted up to **eight** .50-caliber machine guns in the nose. The 4 cheek guns brought the total to a **dozen** forward-firing .50s — enough firepower to literally cut an enemy fighter in half!*

Each B-25 had a crew of only 6: pilot; co-pilot; bombardier/nose gunner; engineer/turret gunner; radioman/waist gunner; and tail gunner.

Over 10,000 B-25 variants were built. During WWII, production peaked at an astounding 10 finished B-25s a day!

On April 16, 1942, the B-25 was used in the first offensive strike on Japan following Pearl Harbor